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Where the Power Abides.

Happily the discussion of the Presidential succession in case of inability, or, more accurately, the discussion of the disqualifying degree and the method of ascertainment of such inability as affecting the succession, is at present mainly academic. Everybody is hoping that these questions may continue to be academic. Meanwhile the country is well satisfied with the delicate and considerate attitude of Vice-President MARSHALL, who officially is the person most concerned.

There are, however, in the situation possibilities involving considerations infinitely deeper and further reaching than those which apply to any special case. The measure of their gravity and extent is to be found in the circumstance that some of the supporters of the general movement for the expansion of Executive power and the consequent atrophy or impairment of the powers of the coordinate departments of the Government already seem to be preparing to advance the theory that even in the event of complete and long continued inability most if not all of the functions of the President could be exercised by his chosen advisers in the Cabinet, much as they were exercised during Mr. WILSON's long absence in Europe. The former fiction of direct administration from Paris or Rome by means of postal or telegraphic communication would be replaced by the fiction of the occasional formal reference of matters of state to the sick room via the medical attendance of a disabled Chief Magistrate, the Cabinet officers in the meantime dividing the work of the Executive and assuming the actual responsibility for decisions which constitutionally rest with the President alone. This of course really means government by commission, the commission being composed of the advisers personally selected by the President and confirmed as advisers by the Senate, but without any constitutional apportionment of their respective duties as executive officers. The status of the several principal executive officers, it must be remembered, depends entirely upon acts of Congress, and the word Cabinet is not even mentioned in the Constitution.

The Garfield precedent is now much in evidence in these discussions. The Garfield precedent, however, is not constitutional law; and an administrative precedent is not sacrosanct. It may be either right or wrong.

So when theorists and opportunists are discussing whether the definition of disability and the determination of the exact time when the disability or inability of a President to discharge the powers and duties of his office devolves on the Vice-President those powers and duties shall belong to the Executive department or are a subject for opinion by the judiciary, it is well to keep clearly in mind the plain fact. The definition and determination are with the Congress. The Congress, says the Constitution in the Eighth Section of Article I., is "to make all laws which shall be necessary and proper for carrying into execution the foregoing powers, *and all other powers vested by this Constitution in the Government of the United States, or in any department or officer thereof.*" It is amazing to see how many Americans, deluded by a most destructive theory of government, forget what the Congress stands for in our constitutional scheme.

The Return of the Young Turk.

The Nationalist movement, which is reported to have become a seriously disturbing factor in the Turkish situation, bears so many marks of the manipulation of the Young Turk party, or the Committee of Union and Progress, that the only thing that appears "new" about it is its name.

The discredited Young Turks, recognizing the futility of any effort under their own name to take advantage of the inaction regarding Turkey at Paris, have brought the present Nationalist party into being. Their own war leaders, ENVER, TALAAT and DJAMEL, being fugitives from their country, they have put up MUSTAPHA KEMAL Pasha as the head of the movement. He is of Armenian extraction, and his declaration that Armenians and other Christians will be protected it was imagined would carry with it a conviction that such a promise from the Young Turks themselves would never have.

MUSTAPHA KEMAL appeared soon after the armistice in Asia Minor proclaiming his crusade for the revival of Turkey and promising protection to all who would join with him. He finally set up a government of his own at Erzerum. His power spread over Asia Minor until he had gained the support of Konieh and Brussa, in Asiatic Turkey, and Adrianople in Europe. These towns are distinctly Turkish; they have all been capitals of the Sultans and they have been the chief supporters of the Turkification plans of the Young Turks and have been the strongholds of the party.

The present nationalism thus has all the earmarks of the "nationalism" proclaimed by the Young Turks at the time of their revolution in 1908. It promised then a new Ottoman nation in which all the various races and peoples were to have an equal right and share. The governing clique, which took charge of the country's affairs, did not keep this promise long enough for the remote corners of the empire to celebrate the new era of liberty, equality and justice. That the non-Turkish races should place any reliance in the present promises of MUSTAPHA KEMAL would be asking too much of long suffering and often deceived people.

The Government, though, which the Nationalist party has established, bids fair to exceed in power the Government at Constantinople. The latter, formed after the war and avowedly opposed to the Young Turks, has from the first been weak and practically inoperative. The encroachment upon its authority by the Nationalist party it is believed can but eventually result in its overthrow. The outcome of this would be the restoration of the Young Turk in power if not in name at Constantinople.

The Nationalist movement had its inception in the belief that Europe could not so far adjust its own differences as to force the long threatened dismemberment of the Turkish Empire. The grace of ALLAH saved Constantinople to the old Turk and it is apparently going to save it to the Young Turk.

Why the Railroads Must Be Saved.

What Congress must do to save the railroads is not a question merely of the reparation legally and morally due for the damage they have suffered while in the Government's hands. It is not a question merely of making good on the Government's pledge and contract to return the roads to their owners in as good condition, physical and financial, as when they were taken over. It is not a question merely of justice to the owners and of fulfilment of obligations by the Government.

The practical question staring the Government in the face, the crucial question staring the American people in the face, is whether the railroads are going back to their owners able to stand up on their feet and do their necessary work or are going back doomed to collapse. It is whether they are going back fit to give service to the public or are going back fit only to head for the scrap heap. It is whether they are going back with a chance of growing and improving to keep up with the expanding needs of the country or are going back with a certainty of busting up financially, physically and every way.

The question is whether the United States Government after two years of holding and operating the roads is going to return them looking and performing like the American railway system at its best or is going to return them in the condition of a Russian manor no longer fit for habitation or for other use after being invaded, pillaged and wrecked by a Bolshevist mob.

If the United States Government were willing to default on its own pledges and contracts to the railroads it could not do so without defaulting on its highest obligations to the American people, who must have a successful railway service. If the United States Government were willing to abandon the American railways to the fate of bankrupt treasuries, caving roadbeds and rusting junk it could not do so without abandoning American industry and business to consequences as tragic.

The American railway system first must be saved and then rebuilt into something even better than it ever was, because without such an American railway system the nation itself must decay.

The America's Cup.

Those who cannot penetrate the sacred halls of the New York Yacht Club can only imagine vaguely the outburst of solemn silence with which the latest challenge of Sir THOMAS LIPTON to race for the America's Cup was received. The club has had a long and honorable struggle to keep that trophy in its hands. It has had no serious difficulty in defeating most of the challengers, but the victories have cost either the club as a whole or certain members as individuals much time, much money and much whistling for wind.

Sir THOMAS LIPTON has set his heart on "lifting" the cup, as he expresses it. Despite the sporting spirit of the New York Yacht Club, it is probable that the organization would be glad to see the ancient vase reposing comfortably in the distinguished Knight's locker provided it could honorably be got there without the defeat of an American defender.

That is the trouble. The cup must be defended. Another gigantic anomaly, miscalled a yacht, must be designed and built. Some one must give up a whole season to tuning it up. All sorts of powers, including that of the national Government, which has to police the course, must be convoked to perfect the complicated machinery of the races.

When the thing is finished no important contribution has been made to yachting science. The cup defender remains a white elephant on the hands of its owners till it is eventually turned into an unsatisfactory schooner. But meanwhile Sir THOMAS LIPTON and his commodious steamer the Erin will be here, and we may welcome him as he should be welcomed. Something is thus achieved.

The port of New York will not be entirely unblessed, however, for the New York Yacht Club is likely to conduct the races off Newport. This will prevent the familiar overcrowding of the waters surrounding the course, while it will provide an excellent field for the exercise of the sailor men's talents. Open water off Block Island can be reached as easily as that off Sandy Hook and tricks of wind and tide are less numerous there.

Public Needs and the Hazards Taken by the Men Who Supply Them.

Almost every great work of construction causes the loss of human lives. The building of a Catskill water system or a Panama Canal will bring death by accident to a hundred or a thousand men. It is in fact known at the very beginning of these improvements that unless experience has taught falsely scores of lives will be lost in the prosecution of the work; and the contractors give bonds for the satisfaction of a carefully estimated number of claims. These huge pieces of construction, however, are for the good of the millions of a city or the billions of the earth. No particular individual is doomed. Each of the thousands of workmen has his chance to survive and takes his chance of dying. If a list of names of the hundred men who were to perish in the course of the Catskill work could have been published before the city signed the contracts what would the general sentiment have been about going ahead? Yet the contractors, judging by the past, knew that in spite of all their precautions a hundred workmen would be killed.

These of course are but large examples of the risks that are run daily in almost every course of life, for every living creature is in peril from birth to death. What the public mind revolts against is unnecessary risk assumed for the achievement of something which does not compensate for the hazard. In this connection, we fancy, there are many persons who not only read with a shudder this week of the killing of a pilot in the aerial mail service which has been operated for a year between New York and Washington but who consider it an unnecessary sacrifice. It was the first death on that line, but not the first tragedy in postal aviation. The citizen who may applaud the overseas flight of a READ or an ALCOCK, or even approve the scientific aims of the cross-country race now in progress, may still question whether it is sensible, in the present imperfect condition of aircraft, to risk every day the lives of men on the errand of carrying a comparatively small quantity of mail between cities which are perfectly linked by express trains. The railroads go fast enough to take mail from New York to Washington in five hours; the airplanes in two and a half hours.

If the Post Office Department were not so miserably run that its general service is a national joke this loss of an individual life might not stand out so strongly. But when 99 per cent. of the postal business is victim to the sloth of politics the 1 per cent. of swiftness becomes extraordinarily prominent; and there are many who would prefer to have the system all joke than to have it part joke and part tragedy.

Dewey Michelini, Motor Truck Driver.

One of THE SUN's friends in the advertising business has told us about DEWEY MICHELINI, whom we should take to be a child of 1898 if the details of his career did not indicate that he must have been born before the glorious year of Manila, DEWEY, Santiago and SAMPSON.

The hero of this tale is chauffeur of a truck owned by a business house in Jersey City. Our advertising friend told us the name of the truck and the name of its owners, but unfortunately they have slipped our memory. The truck was bought nine years ago. DEWEY MICHELINI ascended to the driver's seat the day it came into his employers' possession. Since that day no other hand has turned its steering wheel. He has guided it over 77,000 miles of good, medium and bad highways. He has delivered scores of thousands of tons of commodities in it. He has nursed it through acute attacks of tire trouble and engine trouble. He has petted the motor when it was refractory, eased the brakes when skilful work was necessary to get out of tight places, negotiated slimy grades in congested traffic and brought his truck back intact after encountering careless drivers who imperilled all the other users of the highway.

To do all these things DEWEY MICHELINI has had to keep cool, think straight and think all the time and drive the other fellows' cars besides his own: that is, he has had to drive his own truck as a truck should be driven and at the same time be on guard against the carelessness, the stupidity, the neglect shown by any other driver on the road.

To offer DEWEY MICHELINI any help in his work about his car is, according to his fellow chauffeurs, "almost as much as a man's life is worth." What a chauffeur-mechanician can and should do to keep the machinery entrusted to his care in proper condition he does with his own hands. He wants no help. He wants to know that everything is well done, and so he does everything himself.

To-day DEWEY MICHELINI is convinced that the truck he has piloted so successfully for nine years is as strong as any younger truck, sturdy enough to last another nine years in heavy service, better than any other truck, young or old, which any factory has turned out. Moreover, he regards it as his truck, and his employers would think a long while before they raised the point of ownership.

If DEWEY MICHELINI were sui generis, if there were not another truck driver like him, he would be besought to exhibit himself in a circus side show, or the authorities would lock him up in an asylum for lunatics. But he is not sui generis. There are thousands and hundreds of thousands of intelligent, faithful, clear sighted men like him in the United States. They do their work thoughtfully, conscientiously, thoroughly. They identify themselves with their employers. They recognize that their interests are identical with the interests of the managers who happen to direct their labors and the subordinates who assist them in their tasks. On trucks and in counting rooms, in shops and in offices, on the land and on the sea, such men in their thousands, earnest, calm, and clearsighted in their devotion to duty, are keeping the world right side up as the human family progresses—and progress it does, even in disjointed times like these—toward better things, and on them we may count to pull us through our troubles.

Mr. Burleson Is Amusing.

The Postmaster-General, Mr. BURLESON, has made a public statement about his own work. He says of his postal administration that it has been "remarkable in development, wonderful in organization and that its standard of efficiency borders on the miraculous."

This announcement, we observe, was made orally and it was transmitted to the country from the place of utterance by telegraph. Mr. BURLESON may have written the same thing long ago and entrusted it to the mails; and that would account for the fact that it is only now the country has heard from him on the subject. We observe that he did not speak for telegraphic transmittal until the wires had been returned from his hands to private ownership.

We are glad that Mr. BURLESON says what he does. These are generally glum times, and the Postmaster-General gives to every business man whose letters have been delayed or lost, to every woman whose parcels have disappeared and to every soldier who never got his mail from home—in brief, the entire adult literate population—the material for a laugh. Not a laugh unalloyed by bitterness, perhaps, but still a laugh.

The Kansas City *Independent*, ever alert about its proper business to aid and encourage the correct civic spirit in that metropolis of the abounding prairies, utters some plain hints as to the social attitude to be observed toward the Belgian royal couple upon their visit to the city by the Kaw and Missouri. "Monarchs of other countries," it reminds its readers, "are entitled to the same respect and attention that we accord to the Presidents of our own country." Fair enough, yet a trifle vague as to the precise thought which prompted the adjective slant observed in "other." The brisk writer continues: "I actually believe that some of the folks here think that ALBERT is going to wear an ermine cloak and a jewelled crown." We guess that that was "writ sarcastic." But what follows seems to ring with earnest conviction: "If Queen ELIZABETH has one real good evening gown in her baggage I'll be surprised." If the amiable and unassuming lady has one really good evening gown in her baggage and is well advised she will wear it in Kansas City, knowing what delight will accompany the surprise.

Some recent news despatches disprove the pessimistic statement that "man is so engrossed in his own affairs that he has no interest in the animal kingdom." From Victoria, B. C., comes the information that a female humpback whale which has two hind legs has been caught and that the manager of the Consolidated Whaling Company says that "in his twenty years of whaling experience he never heard of whales having legs on the exterior." Manhattan, Kansas, reports that "blue rats and rabbits have been produced" and that now "Dr. H. L. IBSEN, professor of genetics and color heritage in the Kansas State Agricultural College, is conducting an experiment to produce guinea pigs that have an azure color." These two incidents should break that "wave of pessimism."

To Our Friend the Enemy.

From the Manufacturers Record.

R. F. Willingham, president of the Shippers Bonded Warehouse, in speaking on cotton at the monthly dinner of the Macon (Ga.) Chamber of Commerce, said that Enterprise, Ala., has erected a handsome monument in honor of the boll weevil. The boll weevil won this tribute because it forced the farmers of that section to diversify their crops, which enabled them to become more prosperous than ever before in their history. The cotton that is produced now is merely a surplus crop, and the farmers are no longer slaves to the one crop system.

The Dependable Women Jurors.

From Capper's Weekly.

A woman jury at Picher, Okla., took just three minutes to reach a verdict of guilty and recommend a maximum fine for two married women tried on charges of disturbing the peace. The judge now advises all Picher women to settle all their quarrels outside the court room, because in future he intends to call a woman jury to settle all these cases.

A STORY OF PATTI.

The Thrifty Dutchmen, the Starless Fourth Act and the Lawsuits.

TO THE EDITOR OF THE SUN—*Sir:* The death of Adelina Patti recalls the following amusing incident which occurred in the Dutch town of Maestricht in 1869: As the prima donna at that period was at the height of her career the director of the local theatre where she was to appear in "Lucia di Lammermoor" for one night only was compelled to pay her a considerable sum, and to reimburse himself he tripled the regular charge of admission.

Four citizens of Maestricht were very fond of opera and consequently anxious to hear the great singer; but as their means were limited they bought one ticket of admission and drew lots as to who should see the first, second, third and fourth acts respectively.

Everything was carried out successfully—up to the final act. As soon as one act was over the possessor of the ticket hurried across the street to the Cafe Venetien and handed the card to another friend. The last recipient was a hat manufacturer by the name of Grooneyer, and when he received the ticket he entered the theatre, took his seat and waited impatiently for the curtain to go up.

But who can describe his disappointment when the tenor began with the lines: "*Lucia is dead*," &c. Grooneyer, not being acquainted with the opera, was in hopes that *Lucia* might revive and appear some time during the act. He remained to the conclusion of the performance, and when he realized that he had neither seen nor heard Patti he rushed across the street, where his companions greeted him with malicious smiles. He lost his temper, called them "cheats" and "swindlers," and his denunciations became so noisy and his actions so violent that the landlord of the Cafe Venetien was compelled to have him ejected from the place.

But matters did not end here. In the first place the three fortunate holders of tickets instituted legal proceedings against Grooneyer for defamation of character. This suit was compromised by his payment to them of a considerable sum of money and an apology on his part. He next brought an action against his three former friends for the return of the money paid by him for the ticket of admission. This case was dismissed in court, and on appealing it he lost again.

The publicity given to the latter suit caused the director of the theatre at Maestricht to institute proceedings against the four Patti enthusiasts. He demanded the full payment for four admissions, as the tickets were marked "not transferable." The courts sustained his claim, and on the appeal he won again. The experiment therefore proved to be an expensive one for the four speculators; most expensive of course to the choleric hat manufacturer.

ALBERT R. FREY.

NEW YORK, October 15.

THE GOOD, SWEET MAID.

She No Longer Lets Somebody Else Be Clever.

TO THE EDITOR OF THE SUN—*Sir:* In the mid-Victorian era Charles Kingsley wrote "A Farewell" in which occurs the following stanza:

> Be good, sweet maid, and let who will be clever;
> Do noble things, not dream them, all day long:
> And so make life, death and that vast forever
> One grand sweet song.

Oh me, ah my! That might have been all right enough in Kingsley's day, but what does the sweet maid of the twentieth century say to the sentiment that she cannot be clever and good at the same time? Times have changed and women have entered into about every sphere of activity in life and are thinking of other things than holding hands and singing songs through that vast forever.

ARINGTON H. CARMAN.

PATCHOGUE, October 15.

Passing the Lamp.

TO THE EDITOR OF THE SUN—*Sir:* Who having lamps passed them on. I hope to be the first to pass this on to some, at least, of your readers.

A typical Cambridge matron calling on one of our typical Back Bay matrons, the latter asked: "And have you seen the President's daughter yet?"

The countenance of the caller from Cambridge first expressed surprise, gathering into stern if well bred rebuke.

"The President," she replied, "has no daughter!"

"Why, my dear!" exclaimed Mrs. Back Bay, "he has three. One of them I rather thought, married a professor who has joined the Harvard staff."

Understanding slowly came to Mrs. Cambridge, then she said, plainly much relieved in mind, "Oh, you mean *that* President? Naturally one assumed that you spoke of President Lowell."

C. O'D. FISH.

BOSTON, October 15.

Woman Observed in Her New Field.

TO THE EDITOR OF THE SUN—*Sir:* I was much surprised when registering in a booth not far from Seventy-second street and Central Park West to find that the Board of Registry was composed of four women and one man. One of the ladies, the one in charge of the box for ballots and who handed out the ballots, was wearing elbow length kid gloves.

VETERAN VOTER.

NEW YORK, October 15.

Putting Him Right.

From the Kansas City Star.

"Among the possessions of every poor man in this region can be found at least one worthless dog," severely said the spectacled tourist.

"There hain't no such thing as a worthless dog, Podner!" returned Gap Johnson of Rumpus Ridge, Ark. "And no man that owns a good dog is plumb poor."

Concerning Jupiter Pluvius.

> Weary are we of old Jupiter Pluvius
> Slanting a-down every breath of the breeze;
> Rather had we see the skies of Vesuvius
> Arching above us than heavens like these.
> Day after day is the fall of rain uniform;
> All the monotonous hours are alike;
> Would the Big Boss only call in the cuneiform
> Line of his legions and go on a strike!
>
> We will agree that most strikes are pestiferous
> Which through the length of the land are the rage,
> But this would not be malign nor maliferous.
> Ho, then, J. Pluvius, stalk on the stage!
> Little the law means, an out of date article;
> Promises broken, they all are alike;
> Who cares a pennyweight? Who cares a particle?
> Summon your cohorts, and go on a strike!

GRIFFITH GORDON.

THE RESTAURANT HOOK.

Eternal Vigilance Is the Price of Hats and Overcoats Too.

TO THE EDITOR OF THE SUN—*Sir:* There never was a time when it behooved the man in a restaurant to watch his hat and overcoat with so much vigilance as the present. The altitudinous, not to say impossible, prices of these articles of apparel make thieves bold to a degree.

I was present the other day when a man had his overcoat stolen from under his very nose, so to speak. It reminded me of an incident of my youth when I saw a fox carry off a plump hen from the front of the fowl house.

But it will pay a man at all times to be vigilant, for there are some people who, though honest enough, will take hats or coats not their own from mere absentmindedness or stupidity.

I had a curious experience of this not long ago. I was seated at a table with my hat hung on a stand rack at my side. Absorbed in my paper, I had forgotten all about it, but when I got up to leave, lo! the hat was gone.

There were two other hats on the rack and I supposed one of these had been left by the abstracter, but no; two gentlemen seated at the next table informed me that the hats were theirs. Well, I thought, that is the meanest thief yet—to take my hat and not even leave me his own.

I was about to leave bareheaded when a waiter, observing my predicament, said: "I guess that's your hat there, sir," pointing to another rack. And so it proved to be.

Now it seems that the causer of my momentary embarrassment had absentmindedly walked to the nearest rack from the side of the restaurant and taken my hat, then, finding out his mistake, returned to the rack on which his own hat was hung and made the necessary substitution without a thought of the consequences.

STRINUS.

NEW YORK, October 15.

MR. WILSON'S ILLNESS.

Regrettable as It Is, the Nation's Welfare Must Not Be Neglected.

TO THE EDITOR OF THE SUN—*Sir:* All true Americans must hope and pray for the recovery of the President from his illness, but the supreme concern of Americans is the safety and integrity of their country. The health of one man, even the President, cannot outweigh the welfare of the nation. Scores of thousands of our best and bravest men died for their country in the war. Millions of Americans gave their dearest beloved to the chance of death that the nation might live.

Now the President is sick and we all hope for his recovery, but it must not be conditioned upon any sacrifice of American independence, sovereignty or honor. Anything that savors of using the present condition of his health or illness as a threat to compel unwise action in the Senate must be resented and resisted. His illness has resulted from the strenuous insistence upon his own plans, without modification.

His partisans and attendants are saying that any "deep disappointment" "may cause relapse." Any such unhappy event would be keenly regretted throughout the country, but those who believe his cherished scheme is unwise, who are working as faithful, patriotic Americans to correct the errors in it and make it a thing of good instead of a thing of injury for the nation, must not be halted nor turned aside from their necessary work by the fear of causing "disappointment," even to the President in his sickroom. America first!

EUGENE THWING.

NEW YORK, October 15.

NATIVE BORN PARROTS.

New Industry Which the War Developed in California.

John E. Hogg in Popular Mechanics.

Before the war the United States imported parrots and other birds of the family to the value of approximately $1,000,000 each year. Most of the cockatoos came from Australia, while parrots and parrakeets were brought by thousands from Africa, Mexico, South and Central America, and also from the Isle of Pines, near Cuba. A few were shipped from Borneo and Java. Naturally the war shortage of shipping terminated these shipments and old birds with vocabularies of from 75 to 100 words became almost priceless. Few were to be had at any price.

About the time the scarcity of feathered talkers reached its height some one recalled that parrots in captivity had been known to lay an occasional egg. The dealers began to open their eyes. Then they proceeded to develop a brand new American industry which bids fair to do away with the importation of birds of the parrot family by raising them in captivity like ostriches or barnyard stock.

The first attempts to produce a domestic supply of parrots and cockatoos were made with incubators. This was unsuccessful. The eggs hatched, but the baby birds perished for lack of mother's care in feeding them, all young birds of the parrot family being fed from the parent bird's crop, like doves or pigeons. Efforts were made to feed the incubator hatched birds by hand, but to raise a single parrot by this method almost required the services of a special nurse. Sitting parrots and cockatoos were then tried, and with greater success. The nesting room is virtually an artificial jungle in which the temperature is kept at 110 degrees Fahrenheit. Humidity is maintained by numerous tiny spray pipes that discharge onto the sand floor upon which the birds make their nests.

Legion Posts of the 307th Infantry.

TO THE EDITOR OF THE SUN—*Sir:* About a month ago THE SUN published the fact that Company K of the 307th Infantry, one of the companies in the "Lost Battalion," was forming a post of the American Legion, to be known as the Herbert L. Miller Post in honor of and as a monument to our brave Lieutenant who died a year ago on the Aisne.

You were misinformed in stating that applicants should apply to the 307th Infantry Post. That is a post in itself, and the object of ours is to have all the former members of our company join their comrades by sending their applications to me.

PHILIP E. BROUILLET, Secretary.

BROOKLYN, October 15.

Praiseworthy Caution.

From the Kansas City Times.

"But weren't you afraid of those Indians in the remote regions of Oklahoma?" asked the gentle old lady whose knowledge of other peoples was limited.

"I certainly was," replied her travelled nephew. "Why, I wouldn't even look at their oil options, let alone invest in them."

INJUNCTION HALTS FARE INCREASES

Traction Situation to Be Taken Up in Series of Nixon Conferences.

COMMISSION POWERLESS

Operators and Owners of Various Systems to Seek Way Out of Difficulties.

The action of Justice Finch yesterday in making permanent the injunction against the Public Service Commission and the receivers of the Manhattan and Queens Traction Company forbidding them to take any action to increase fares on these lines has had the effect of throwing the whole traction situation up to the series of conferences which Public Service Commissioner Nixon will open Monday with the representatives of all the lines and groups of lines in the city.

The application of the company has been closed before the commission in obedience to the court order and no further similar proceedings will be inaugurated. Judge Finch made the injunction permanent on the "unequivocable" determination of the Court of Appeals that the commission has not the power in such cases. An appeal is not expected to be fruitful.

There remained but one loophole in Judge Finch's decision through which the proceedings may be continued toward increased fares, and it is through this loophole that Commissioner Nixon will start work on Monday. Yesterday he adjourned without date his formal conference on the condition of the traction systems in general and announced the series of informal conferences for next week.

The course left open by Judge Finch's decision was his admission that the Board of Estimate, upon being convinced that an increased fare was needed, itself might raise the fares. Despite the determination of the present Administration to stick to the 5 cent fare Commissioner Nixon is not unhopeful of results.

Commissioner Nixon has more than hinted that the traction people now realize this and that the conferences beginning Monday may be expected to develop not only reasons for an increased fare, which cannot be gainsaid, but also concessions in other respects by the companies which may permit the Board of Estimate to come to an agreement with them, at the same time saving the face of Mayor Hylan.

Not only will the operators and managers of the various systems be called to the round table, but the owners of and investors in the securities of the various underlying and leased lines will be compelled to come in and tell of the advantages and disadvantages accruing to them under the present state of affairs. The New York Railways, as the system apparently facing the most imminent disaster, will be the first to come before the conference.

Meanwhile, the unscrambling of the surface lines is to continue. Henry L. Stimson, counsel to Receiver Hedges, admitted yesterday that he is preparing to ask Judge Mayer for the severance of the Fourth and Madison avenue line from the New York Railways system, effecting the discontinuance of all crosstown transfers with this most important of the north and south trunk lines on the East Side.

The Fourth and Madison avenue line is owned by the New York and Harlem, a New York Central subsidiary, and according to Mr. Stimson, no rent has been paid to it since Mr. Hedges became receiver, despite the fact that the annual payment of $400,000 was then in arrears.

The Madison avenue line, according to Mr. Stimson, had to bear a heavy burden of free transfers from the crosstown lines at Twenty-third street and Thirty-fourth street and a lesser burden from the Fourteenth street line. These crosstown lines, Mr. Stimson says, are the only surface lines in the city now paying their own way. A heavy burden, he says, has also been imposed upon the Fourth and Madison avenue line by its forced extension into Brooklyn over the Williamsburg Bridge.

No steps have been taken, so far as could be learned yesterday, looking to the forfeiture of the franchises and rights of those crosstown companies, which have abandoned service within the last month or six weeks. The initiative in these cases, according to officials at the Public Service Commission, lies with the city where the franchises are municipal and with the Attorney-General where the charters were granted by the Legislature many years ago to the horse car lines.

WOMEN INVITED TO TAMMANY LUNCHEON

Luce and Untermyer to Be Hosts to 1,000 on Saturday.

According to an announcement made last night, Justice Robert L. Luce and Irwin Untermyer, Tammany candidates for the Supreme Court, will give a luncheon to 1,000 women workers at the Hotel Astor on Saturday afternoon. Among them will be election district workers in Manhattan and The Bronx. The Democratic county and borough candidates of both boroughs also will be invited. The Women's Democratic League has charge of the arrangements.

Gov. Smith has promised to speak on "The Defeat of the Welfare Bills at Albany."

Mrs. Untermyer is chairman and Miss Sarah McPike is vice-chairman of a committee of 150 women who have organized to work for the election of Mr. Untermyer. Miss McPike votes in Westchester county.

Major Michael A. Kelly ("Dynamite Mike"), who is running for the Presidency of the Board of Aldermen as the candidate of the Liberty Party and on an anti-League of Nations platform, has been indorsed by the People's Independence League in Kings county.

This organization, which has a bull's head for its emblem, is headed by Edmund O'Connor, register of records, formerly one of the lieutenants of William Randolph Hearst in that county. Major Kelly will speak under auspices of the organization in Palm Garden, Atlantic avenue, on Monday night.

JAPAN WILL EXPAND NAVY.

Plans Embrace Battle Cruisers and Twenty-two Smaller Vessels.

Correspondence of the Associated Press.

TOKIO, Sept. 17.—According to Japanese newspapers, the Government has decided to build two battle cruisers and twenty-two other warships beginning the next fiscal year. The battle cruisers will be of the 40,000 ton class and their cost of construction is estimated at 120,000,000 yen (about $60,000,000). In addition, there will be three light cruisers, six destroyers, twelve submarines and three river gunboats.

The disbursement is to be spread over three years from the next fiscal year. The building of two 40,000 ton battle cruisers is for the purpose of completing the "eight-and-eight" squadron, which has been decided upon by Japan as necessary for the defence of the country.

The Sun Calendar

THE WEATHER.

Eastern New York, partly cloudy to-day; unsettled and cooler to-morrow; probably rain in southern portion; moderate south winds.

New Jersey, cloudy to-day, probably showers by to-night and to-morrow; cooler to-morrow; moderate southeast and south winds.

Northern New England, partly cloudy to-day and to-morrow; cooler to-morrow; moderate southwest winds.

Southern New England, partly cloudy to-day; probably rain and cool to-morrow; moderate southerly winds.

Western New York, cloudy to-day; colder by night; cloudy and colder to-morrow; moderate variable winds.

WASHINGTON, Oct. 15.—Air pressure is high off the Atlantic coast and over the Northwest States and it is low in the west Gulf States and along the Mexican border. This pressure distribution is attended by general cloudiness east of the Rocky Mountains and during the last twenty-four hours there were rains in the Atlantic States north of Virginia, in the Ohio and upper Mississippi valleys, Tennessee, the west Gulf States and the middle plains States and local rains and snows in the Rocky Mountain region.

Mild temperature continues generally east of the Mississippi River and the weather is cold in the upper Mississippi Valley, the plains States and the Rocky Mountain region.

The outlook is for cloudy weather and mild temperature Thursday and unsettled and cooler weather and showers on Friday in the middle Atlantic and New England States.

Observations at United States Weather Bureau stations taken at 8 P. M. yesterday, seventy-fifth meridian time:

Stations.	Temperature. High.	Low.	Barometer.	Rainfall last 24 hrs.	Weather.
Abilene	78	62	29.96	..	Cloudy
Albany	66	52	30.10	.01	Clear
Atlantic City	70	60	30.14	..	Pt. Cldy
Baltimore	70	58	30.12	.04	Rain
Bismarck	38	28	30.32	.26	Pt. Cldy
Boston	63	54	30.12	.32	Clear
Buffalo	66	54	30.06	..	Clear
Charleston	84	74	30.12	..	Clear
Chicago	60	54	30.08	..	Rain
Cincinnati	68	62	30.06	.52	Cloudy
Cleveland	66	60	30.10	..	Pt. Cldy
Denver	50	38	30.12	.08	Clear
Detroit	66	50	30.16	..	Clear
Galveston	84	78	29.98	..	Pt. Cldy
Helena	46	32	30.18	..	Clear
Jacksonville	82	76	30.08	..	Clear
Kansas City	58	52	30.02	.12	Cloudy
Los Angeles	72	66	29.96	..	Clear
Milwaukee	58	46	30.08	..	Rain
New Orleans	88	76	29.96	..	Clear
Oklahoma City	78	52	29.90	..	Cloudy
Philadelphia	72	58	30.16	.02	Cloudy
Pittsburg	68	62	30.08	.26	Cloudy
Portland, Me	62	52	30.10	.02	Foggy
Portland, Ore	62	48	30.12	..	Clear
Salt Lake City	58	40	30.16	..	Clear
San Antonio	82	70	29.92	.36	Clear
San Francisco	74	52	30.02	..	Clear
San Diego	68	66	29.92	..	Clear
St. Louis	70	62	30.00	..	Pt. Cldy
Washington	72	58	30.10	.01	Cloudy

LOCAL WEATHER RECORDS.

	8 A. M.	8 P. M.
Barometer	30.10	30.12
Humidity	92	88
Wind—direction	N. W.	S.
Wind—velocity	12	13
Weather	Pt. cloudy	Clear
Precipitation	.06	None

The temperature in this city yesterday, as recorded by the official thermometer, is shown in the annexed table:

8 A. M...56	1 P. M...64	6 P. M...68
9 A. M...57	2 P. M...69	7 P. M...64
10 A. M...60	3 P. M...70	8 P. M...63
11 A. M...60	4 P. M...70	9 P. M...65
12 M......60	5 P. M...71	10 P. M...64

	1919.	1918.		1919.	1918.
9 A. M.	57	46	6 P. M.	68	60
12 M.	60	52	9 P. M.	65	56
3 P. M.	71	59	12 Mid.	—	—

Highest temperature, 71, at 3 P. M.
Lowest temperature, 55, at 7:30 P. M.
Average temperature, 63.

EVENTS TO-DAY.

Convention American Gas Association, Hotel Pennsylvania, 10 A. M. and 2 P. M.

Order of the Eastern Star, morning and afternoon sessions, Hotel Astor.

Banquet Society Railway Financial Officers, Waldorf, 7 P. M.

Convention National Machine Tool Builders Association, Hotel Astor, morning and afternoon.

Convention American Manufacturers Export Association, Waldorf, morning and afternoon.

Meeting Real Estate Association of State of New York, Hotel McAlpin, morning and afternoon.

Free class in Spanish for service and ex-service men, auspices National Emergency Relief Society, 238 Madison avenue, 7:30 P. M.

Mexico will be treated in the third of a series of lectures on "The Background of Immigrants Modifying American Civilization," West Side Y. M. C. A., 7:30 P. M.

Rotary Club luncheon, McAlpin, 12:30 P. M.

Meeting Metaphysical Institute, McAlpin, afternoon and evening.

Meeting National Gas Appliance Manufacturers Exchange, McAlpin, 8 P. M.

Luncheon Retail Dry Goods Association, McAlpin, 12:45 P. M.

Meeting Greater New York Cigar Dealers, McAlpin, 8 P. M.

Dinner New York Furniture Exchange, Hotel Pennsylvania, 7 P. M.

Meeting Mayor Hylan's Non-Partisan Vigilance Committee, Imperial Hotel, Fulton street and Red Hook lane, Brooklyn, 7:30 P. M.

International Conference of Woman Physicians, Waldorf, all day.

Meeting National Industrial Conference Board, Hotel Astor, 10 A. M.

Dinner of salesmen of the Cadillac Motor Company, Hotel Astor, 7 P. M.

Opening Motor Transport Corps Automobile Show, Ninth Regiment Armory, Fourteenth street and Sixth avenue, afternoon and evening.

Salvation Army Congress, Metropolitan Temple, Seventh avenue and Fourteenth street, 8 P. M.

Meeting Association Dress Industries of America, Holland House, 2 P. M.

Conference of Near East Relief, Incorporated, Wallace Lodge, Yonkers, afternoon and evening.

Lecture on Christian Science by William D. Kilpatrick of Detroit, Second Church of Christ, Scientist, Central Park West and Sixty-eighth street, 8 P. M.

Graduating exercises class of police recruits, Seventy-first Regiment Armory, Thirty-fourth street and Park avenue, 8 P. M.

Meeting of Republican County Committee to select candidate for President of the Borough of Manhattan, 8 P. M.

Fifth anniversary meeting of the Prospect Republican Club, 852 Prospect avenue, The Bronx.

Address by Rupert Hughes, "The Oasis," Hotel Commodore, 4 P. M.

Dedication of the John Mervin Carrere Memorial, Riverside Drive and Ninety-eighth street.

PUBLIC LECTURES TO-NIGHT.

"Racial and Linguistic Structures," by Prof. William B. Guthrie, Public School 52, Broadway and Academy street, Inwood.

"La Juive," by Clement B. Shaw, Public School 62, Hester and Essex streets.

"Work of the Department of Health," by Commissioner Royal S. Copeland, Public School 165, 225 West 108th street.

"Oxygen and Ozone," illustrated, by Dr. William L. Estabrook, Labor Temple, Fourteenth street and Second avenue.

"The Sun and Man," illustrated, by Dr. Jacob E. Price, Morris High School, 166th street and Boston road.

WENDELL ART SALE BEGINS.

Proceeds to Benefit Harvard—Will Continue Ten Days.

The sale of the literary and artistic collections of the late Evert Jansen Wendell, collections which are in many ways extraordinary, began yesterday at the American Art Association. The sale is to benefit Harvard College, which already has selected for its permanent library several thousand items from Mr. Wendell's collection, which, however, is so extensive that more than 8,000 remain. Ten days will be required for the sale, which will continue until October 25.

The collections make an equal appeal to connoisseurs of the drama, history, sports and literature. At yesterday's sales the principal buyers were dealers. Among these George D. Smith gave $67.50 for No. 72, an autograph letter of J. Wilkes Booth; $31 for No. 414, Cibber's "Apology," in the first edition; $50 for No. 425, a group of Cibber "Tracts"; $100 for a collection of dramatic tracts, Nos. 622-702. F. W. Morris paid $70 for No. 467, colored character plates; Brick Row Book Shop gave $65 for No. 573, Doddridge's Letters; H. Carroll paid $90 for No. 715, Dunlap's "History of the American Theatre"; J. F. Drake gave $26 for No. 791, Farquhar's "Inconstant," and Mr. Barlow paid $25 for No. 792, Elizabeth Farren's "Memoirs."

The total sales for yesterday's three sessions was $5,639.